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The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. IV

Indianapolis, Indiana, August, 1945

No. 17

DRIVERS COUNCIL DISCUSSES POSTWAR PLAN

Local 716 Obtains Increases For Almost Entire Membership

Within the last few weeks Teamsters Union Local 716, headed by Johnnie W. Baker, has obtained contracts containing wage increases and improved working conditions for practically the entire membership of the local, numbering more than 500 members.

Among members benefited are employees of the Polar Ice and Fuel Co., Broad Ripple Ice Co. and Capital Ice Co., and also those working for the American Aggregates Co.

Both sets of contracts have been approved by the National War Labor Board and the Trucking Commission.

A third contract, upon which agreement has been

reached between the employer and union is now before the Wage Adjustment panel of the War Labor Board. This is the agreement with the General Contractors Association, involving 150 union members.

AFL DEMANDS ACTION NOW BY CONGRESS

WASHINGTON, D. C. —The American Federation of Labor served blunt notice on Congress that the nation's workers expect and demand immediate action on "must" legislation vital to protect human needs during reconversion.

AFL President William Green, taking cognizance of reports that some members of Congress wanted to extend their vacation on the plea that no measures were ready for their consideration, called on lawmakers "to get back on the job no later than Sept. 5 and to proceed to act on this 'must' legislation with the utmost dispatch."

The list of urgent measures, which an AFL committee headed by Mr. Green took up with President Truman at a White House conference and which the President warmly endorsed, follows:

1. The President's own recommendations, incorporated in the Kilgore bill, for broadening the

(Continued on Page 3)

Over-road Group Called to Chicago

Representative Teamster officials of Indiana and others in the 12-state midwest over-the-road agreement will meet in Chicago, starting Sept. 6, to draft a new contract.

It is understood that the series of meetings will be held in the offices of the Central States Drivers Council, 10 North Clark Street.

Negotiations will be carried on during the 60 days prior to expiration of the present over-the-road contract, Nov. 16.

Emmett J. Williams, President of Teamsters Joint Council 69, is Indiana State Chairman of the council, and will attend the meetings, accompanied by Pat Hess of Fort Wayne, Walter Biggs of South Bend and O. B. Chambers of Kokomo.

Local Teamster in Honor Guard

An Indianapolis Teamster, member of Local 135, had one of the "thrills of his lifetime" when he stood in the honor guard for President Harry S. Truman while the President was en route from Brussels to the Big Three Conference.

The Teamster, now Pfc. Edward A. Althaus, an infantryman, is the son of Mr. and Mrs. Charles E. Althaus, 5356 Ohmer Avenue, and a graduate of Arsenal Technical High School.

A press dispatch says that the long line of sedans carrying President Truman, Gen. Dwight D. Eisenhower and other officials passed through a cordon of infantrymen from

the dock at Antwerp to the Brussels airport. Pfc. Althaus was one of the 400 men picked to serve in the guard from the 137th Regiment of the 35th Infantry Division, President Truman's old outfit. The President talked with former friends and questioned other men and officers of the division.

Pfc. Althaus was slightly wounded in early March in Germany.

9,000 NEW TAXICABS

WASHINGTON — Authorization for production of 4,000 "special purpose" taxicabs has been granted by WPB for the second half of 1945, WPB announced. An additional 5,000 has been authorized for the first quarter of 1946.

LABOR DAY PROCLAIMED



GOVERNOR GATES

Here is the full text of Governor Ralph F. Gates' Labor Day Proclamation:

Whereas, The first Monday in September, 1945, will be celebrated throughout our nation as LABOR DAY; and

Whereas, The recent session of the Indiana Legislature declared this occasion to be one which will be a legal holiday in Indiana; and

Whereas, Our many thousand citizens of Indiana, in the ranks of labor, made such a wonderful contribution through their all-out production of essential war materials in the support of our armed forces in the recent struggle; and

Whereas, There is a general realization by all our people of the vital role labor played, by joining with business in a spirit of cooperation and understanding of the job to be done in the destruction of our ruthless foe; and

Whereas, We are all faced with the equally large peacetime task of reconversion with the need for cooperation and understanding more essential than ever.

Now, Therefore, I, Ralph F. Gates, Governor of the State of Indiana, do hereby proclaim

MONDAY,
SEPTEMBER 3, 1945,

as
LABOR DAY

in Indiana, and do hereby call on our people of Indiana to celebrate this day in a spirit of reverence for the victory we have won, and in a spirit of pride for the part labor paid in this triumph. I urge that all our people join with labor in their celebration, and to further join with them in the future to help bring about a united understanding in order that the America we know and love may climb to new heights of prosperity, under our free enterprise system, which has made it the great nation it is, and the envy of all other nations of the world.

Army to Return POWs

Back to Native Lands

Undersecretary of War Robert P. Patterson has made a statement, declaring:

"It is the intention of the War Department to return to Europe at the earliest practicable moment all German and Italian prisoners of war."

Group Feted in Michigan City By Robert Summers of No. 298

Following the regular monthly meeting of the Indiana State Drivers Council, held in the Labor Temple at Michigan City, Friday, August 24, the delegates adjourned to a dinner thrown by Robert Summers, president of Teamsters Union Local 298, in Calvin's Grille, New Buffalo, Michigan.

Of all the dinner meetings held by the Teamsters in recent years, this was about the happiest. All were inspired by the fact that the war is over and that transportation seems likely to return to normal, and this meeting, as the earlier session, was marked with discussion of postwar plans.

The meeting was held in connection with the convocation of the Executive Council of the Indiana State Federation of Labor, held this year in lieu of the Federation's state convention. Held also at the time was a meeting of the State Building, Construction & Trades Council, headed by Charles Kern, State Labor Commissioner, and the State Carpenters Council, headed by Charles Coombes of Hammond.

Representatives of the foregoing organizations were guests at the Teamsters dinner, and were introduced by Steven Toth, President of the Drivers Council.

Among these, additional to Commissioner Kern and Mr. Coombes, were Carl H. Mullen, President of the State Federation of Labor; John Acker, Secretary-Treasurer of the federation; Robert Leach, Fort Wayne, representing the State Teachers Federation; Dustin McDonald, of Bloomington, representing the organized hod carriers and common laborers; Lloyd Rosecrans, of Anderson, representing the bus drivers; William Kirkham, of Mishawaka, representing the State Association of Barbers; Walter Bennett of Kokomo, representing the State Council of Metal Polishers; William Rohrberg, Hammond, State Council of Painters; Clyde McCormick, of Indianapolis, head of the Indianapolis CLU, and Michael F. Bauer, Indianapolis, President of the State Council of State Employees.

DRIVERS COUNCIL MEETING

At the afternoon meeting of the Drivers Council, S. W. Helton of Local 543, Lafayette, reported approval of ice contracts.

Other reports included Johnnie Baker's, given in full elsewhere in this edition.

C. E. Davis, of Local 188, reported on strike vote taken at Omar Bakery, at Polk Milk Co.

O. B. Chambers reported for Local 759 of Kokomo that contracts had been settled with the General Tire Co. and National Cylinder Co., with Shell American contract still open.

Emmett J. Williams, head of Local 135, reported settling a contract with the National Cylinder Co., and also reported on the City Cartage Contract.

Pat Mahoney, head of Local 369, reported all going well in Muncie, Anderson, etc.

Non-Disputed Wage Lid Lifted by WLB

Indiana employers who had filed applications to increase workers' wages are receiving them back from the Chicago regional offices of the War Labor Board with a go-ahead signal.

Each Letter, except in dispute cases, informs the employer that the WLB is "closing the files" on the case and has no further interest in the matter.

Copies of WLB General Order No. 40, issued on V-J day plus one, are inclosed in each letter.

Wage Increases, the order states are to be determined by collective bargaining between the em-

ployer and certified or recognized employees' representatives, or if there is no union, by "voluntary action," without any approval by the WLB necessary.

Wage increases, the general order sets out, cannot be made if there are to be corresponding increases in the price of the employer's products.

Salary increases even may be retroactive to some former date under the order, and they may be made regardless of previous denials or modifications of applications for approval by the War Labor Board.

The Indiana Teamster



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Vol. IV

No. 12

Labor Day - 1945

(A statement written by Michael C. Granat, president of Teamsters Local 193, Indianapolis, at the request of the Indianapolis Times)

We are entering the period of reconversion, with keen realization of our responsibilities, not only to our members but to the public. For almost four years we have cooperated with industry and government to win the war and to bring peace.

We must continue that cooperation to benefit by the advantages of the peace we have finally won. If international warfare is followed by industrial warfare we will not have peace. We will merely have extended the war to another front—the home front.

Thousands of young men died in remote parts of the world to prevent that, among them countless Teamsters.

Unless peace is to be another national emergency, with its inevitable regimentation and federal controls, we must pass through reconversion, swiftly and efficiently. A wave of strikes and lockouts will make that impossible. It will throw the nation into an economic collapse and bring a depression of unprecedented gravity.

Free enterprise could never survive such a blow. It would cost us our form of government. The day has passed when millions of men will starve peaceably. They will change their form of government as quickly as they will change their shirts.

Free labor grew and prospered within the framework of a democratic government. We want to preserve that framework, and around it build firmer and stronger social structures. We do not want it destroyed by some form of totalitarian government which would surely rise out of another vast depression.

We will therefore continue our cooperation with industry and government so that we will always have a country worth fighting for.

IBT Policy in West

The fighting has stopped, but the war has not been won. Not until we have resumed all of the rights and liberties which we voluntarily laid aside to speed the defeat of our enemies; not until we have repaired the damage to our economy and restored veterans and civilians alike to peaceful, productive work, under conditions that inspire confidence in the future; not until we have returned to the pathway of American democracy, will we have won a victory.

There can be no victory until we are once more free. There can be no peace if the silencing of the guns merely plunges us into unemployment and poverty.

We have won the first phase of the war—the phase concerned with tearing down and destroying. Now we have got to win the second phase, that of rebuilding and restoring. It will be expensive, but it must be done.

For organized labor and for capital and management, the second phase of our war calls for complete restoration of free collective bargaining. It places upon all of us, both working people and managers of business and industry, the heavy responsibility of establishing a broad policy and practice of mutual confidence and cooperation. We have got to learn to understand each other, to recognize and respect each other's rights. A greater degree of unselfish devotion to our country's welfare may well be required, during the coming era of change, than was evidenced here at home during the destructive phases of this war.

Yet we know that upon the final success of such an American policy of labor relations, based upon the solid rock of tolerance and understanding, depends the very survival of our American way of life and of our free, private enterprise. Only to the degree that we are able to make this policy of mutual cooperation succeed will we be a free people.

The immediate problem is to get our sons and brothers home

from the war theaters. All except those actually needed to control enemy lands must return with all possible speed. At the same time, all Nazi, Italian and Jap prisoners must be shipped back to their native lands. There cannot now be the slightest excuse for keeping war prisoners in the United States. Out with them!

To our returning service people we must be both open-handed and understanding. The Teamsters' Unions of the West are determined that the veterans shall have the maximum benefits provided by the G. I. Bill of Rights—and more! We will use our full influence to have that measure broadened and liberalized.

The handicapped must be given the finest treatment known to medical science, regardless of the cost, and there must be fair and honest payments to all those who, in our defense, have suffered wounds that prevent their return to full, normal life.

Educational opportunities for young men and women, far greater than those provided by the G. I. Bill of Rights, are required. Retraining and rehabilitation for both veterans and civilians is necessary. Unemployment insurance to provide American standards for those who will lose their jobs because the shooting has stopped is vitally important.

Wages did not keep pace with the rising cost of living during the fighting phase of the war. The working people lost ground rapidly; their standard of living declined. They were the victims of a cruel wage freeze. Necessarily, all this must change. There must be justice for those who toil for their living. The elimination of top-heavy, bureaucratic controls and the return of free collective bargaining will go far toward restoring the proper balance between wages and living costs.

Teamster Unions, particularly in the West, face another important problem. The very nature of the work of the teaming crafts requires many strong, militant young men—the kind of young men that the Army and Navy needed. That is why such a large percentage of Union Teamsters entered the service. It is estimated that between 25 and 30 per cent of the prewar membership of the Teamster Unions joined the armed forces. These men already have started returning to us; they will come back now in an ever-increasing stream.

Those of our veterans who wish to go back to their old jobs will do so—if the jobs still exist. Since many of our men were employed on delivery trucks when they went to war, and since widespread delivery services were curtailed or entirely eliminated in the mistaken belief of bureaucracy that this would save tires and gasoline, we must except—and insist—that these jobs be restored.

Within a very short time there will be an ample supply of gasoline and tires, as well as equipment, to permit the re-establishment, perhaps the enlargement, of the delivery services heretofore furnished to the public. That the public will demand restoration of these services, we do not have the slightest doubt. The ending of ODT and other bureaucratic restraints, as well as the expected revival of competitive business, also will help.

This means thousands of jobs for returning veterans.

Western Teamsters kept their no-strike pledge 100 per cent. There were no exceptions. The great majority of our employers worked with us in a splendid spirit of cooperation. Many would have granted sorely-needed wage increases had visionary businessmen.

(Continued on page 3)

NAM Promises Jobs for All

A survey conducted by the National Association of Manufacturers purports to show that employment in manufacturing will not drop below prewar levels even in the worst part of final reconversion.

In fact, says the optimistic survey, America's manufacturing plants will employ about one-third more workers when reconversion is complete than in 1939.

The NAM's figures assert that 61 per cent of the manufacturing concerns in the nation have "practically no reconversion problem and will face no delays on that account."

"Only 11 per cent of all the factories will require more than 30 days to get started on peacetime production."

The survey was based on reports from more than 1,700 manufacturers and the results of their reports have been applied to employment data for the manufacturing field as a whole.

"The great majority of layoffs due to reconversion will involve unemployment of very short duration—varying from one day to four weeks."

"The number of workers who might be unemployed for more than three days amounts to fewer than 1,500,000, according to the survey."

Ruth Taylor On Unionism

Unionism is a road, not a destination. It is a way, not even an end. Like a road, unionism has its ups and downs, its hills and valleys, its bypaths, its detours.

Unionism is something incomprehensible to those who do not know Democracy. They cannot imagine a road conforming to the contour of the land—their highways must smash through geometric lines. They cannot imagine a way of life that conforms itself to and serves the people who compose it. Their way of life must smash through the lives of subjects compressing them ruthlessly to one set pattern. The greatest handicap of tyrants is their lack of imagination, their lack of the realization that a man will do more because he wants to, than he will because he is told to.

Unionism gains its strength from voluntary cooperation—a unity of purpose and action. It does not demand of its followers that they must all think alike, any more than that all roads must be alike. It does however call for a spirit of cohesion on all fundamental principles. To be a vital force unionism must be based upon mutual understanding and must be motivated by mutual ideals, or principles.

The principles of trade unionism are the same as those of Democracy—the right of free men to organize, to associate with their fellow men in action for the common good, to speak freely and without fear, and to act according to their own conscience.

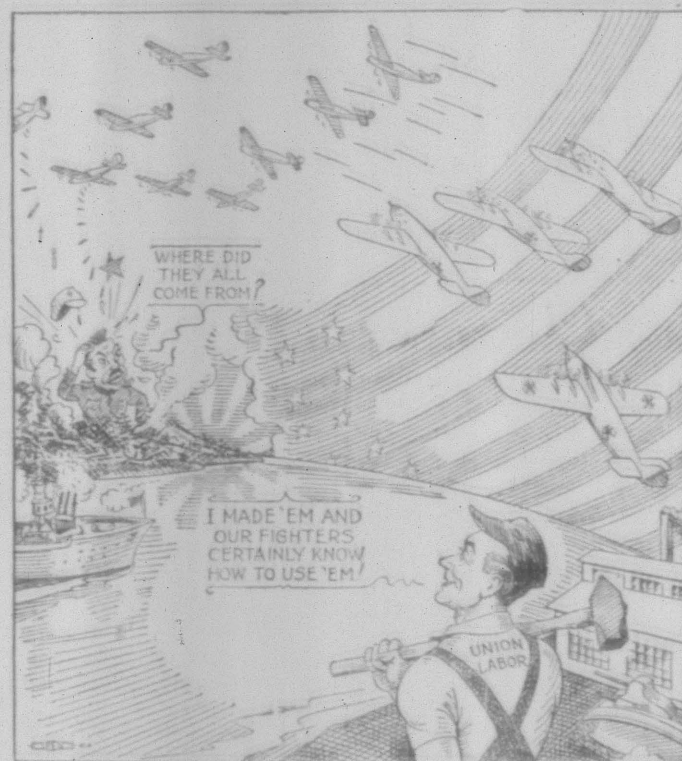
The greatest protection against totalitarianism, whether of the left or the right, is a strong, organized, self-disciplined labor unionism dedicated to a high purpose. Self-discipline is what differentiates free labor from the forced labor of dictator-ruled states.

Unionism is not perfect. No growing thing is complete. No organization composed of men is without the imperfections of men. But unionism is a road toward cooperation, toward the ideal of unselfish working together for the common good.

Those who believe in unionism have a task before them. They must prove the ability of free men to construct a world in which all men are free from fear and want. If they cannot do that, then they have failed the cause of unionism—but they will not fail.

BUY MORE WAR BONDS

LABOR DAY, 1945!



WARS ARE WON BY OUR GALLANT AMERICAN FIGHTERS WITH THE AID OF UNION-MADE PLANES, TANKS, GUNS AND OTHER WAR EQUIPMENT. PATRONIZE ONLY THOSE FIRMS THAT DISPLAY THE UNION LABEL, SHOP CARD, OR SERVICE BUTTON—SO THAT WE MAY MAINTAIN AND DEFEND UNION STANDARDS OF AMERICAN WORKERS.

J. M. GUNDEL, Secretary-Treasurer, UNION LABEL TRADES DEPARTMENT, AMERICAN FEDERATION OF LABOR

IBT Policy in West

(Continued from page 2)

reagents permitted. Here and there, however, a few selfish, short-sighted individuals took advantage of our members, forcing them to accept financial losses because they knew we would not strike. We promised them—and we have not forgotten—that at the proper time we would consider carefully what action we should take to right these wrongs.

Since transportation is the key to the development of the West, we call upon government and civic interests to see that adequate competitive transportation of all kinds is restored immediately. Let there be an end to so-called "gentlemen's agreements" between railroads that discriminate against the Pacific Northwest and that prevent fast travel to and from the East. We call upon business and public to insist that ocean travel in new, modern steamships, to the islands and to the Orient, be established, with Seattle as the home port. We urge competitive transportation for all the Western States and Alaska, by land, by sea and by air.

* * *

Believing that the public is both interested and is entitled to know the program of the Western Teamsters' Unions as we enter the trying days of reconstruction, we make this pledge:

Recognizing that our first duty is to serve our country's welfare, we will strive in all sincerity to work in a spirit of understanding and cooperation with all of our employers, to the end that, together, we may build a higher standard of labor relations and insure the speedy, equitable solution of our mutual problems. In collective bargaining we will have the public interest always in mind. We recognize the fact that we best serve our own members when we advance the public welfare. We, therefore, will follow every orderly and lawful procedure open to us in arriving at the settlement of our differences.

We renew our pledge of steadfast loyalty to our American system of economy. We will continue to oppose Communism and the spread of socialistic doctrines. We are committed to our American form of free enterprise, with open competition in business, and with government regulation devoted only to protection of the public welfare. We oppose government competition with business or industry.

We will play our full part in all civic enterprises, carry our full share of every load, make our share of the sacrifices, if sacrifices are required, just as we have done during the fighting phase of the war. We will help to build that finer civilization which we know our free American system of democracy can produce.

JOINT COUNCIL OF TEAMSTERS No. 28.
Dave Beck, President.

Teamsters on Nation's Honor Roll

WASHINGTON, D. C.—The War Department has placed 18 AFL organizations on the nation's honor roll for their great contributions to the successful development of the atomic bomb. The Army's listing of these unions follows:

Int'l Brotherhood Teamsters, Chauffeurs, Warehousemen and Helpers.
Int'l Brotherhood of Boilermakers, Iron Ship Builders and Helpers.
Int'l Ass'n of Heat and Frost Insulators and Asbestos Workers.
Bricklayers, Masons and Plasterers' Int'l Union.
United Brotherhood of Carpenters and Joiners.
Int'l Brotherhood of Electrical Workers.
Int'l Union of Elevator Constructors.
Int'l Union of Operating Engineers.
Int'l Ass'n of Bridge, Structural and Ornamental Iron Workers.
Int'l Hod Carriers, Building and Common Laborers Union.
Wood, Wire and Metal Lathers' International Union.
Brotherhood of Painters, Decorators and Paperhangers.
Operative Plasterers and Cement Finishers International Ass'n.
United Slate, Tile and Comp. R'frs, Damp & Waterproof Wkrs. Assn.
United Assn. of Journeymen Plumbers and Steam Fitters.
Sheet Metal Workers' International Association.
Building Trades Department of the AFL.
International Brotherhood of Firemen and Oilers.

AFL DEMANDS CONGRESS ACT NOW

(Continued from page 1)

coverage of unemployment compensation and increasing state allowances with supplementary federal funds to provide payments of as much as \$25 a week for at least 26 weeks in any one year.

2. The Murray-Wagner Full Employment bill, which would set up a federal job budget and commit the government to provide employment through useful and necessary public works if private industry does not meet the budget.

3. The Wagner Postwar Housing bill, which would create millions of new jobs through a 10-year program of home construction to be carried on almost entirely by private initiative.

4. The bill sponsored by a large number of Senators which would lift minimum wage levels immediately to 65 cents an hour and establish a 75-cent floor for hourly rates of pay in interstate industry at the end of three years.

5. The Wagner-Murray-Dingell bill, broadening the coverage of so-

cial security and expanding its services to the American people.

Meanwhile, Mr. Green took part in another White House conference designed to make plans for the proposed national labor-management meeting to establish cooperation and industrial peace in the postwar years ahead. He met with President Truman, Reconversion Director Snyder, Secretary of Labor Schwollenbach and representatives of the United States Chamber of Commerce, the CIO and the National Association of Manufacturers.

At the conclusion of the meeting, Secretary Schwollenbach said that another conference would be held in his office on Sept. 5 to draft specific plans for the forthcoming sessions.

DREAM TRUCKS SIX YEARS OFF, SURVEY REVEALS

Tomorrow's dream truck may appear any time within the next six years, according to William Black, staff correspondent of the Wall Street Journal. Black recently completed a survey of the truck manufacturing industry and found that:

1. Tomorrow's dream truck will not appear for at least six years because of the pent-up demand for just plain trucks unless some enterprising manufacturer, starting from scratch, retools and starts production sooner, forcing other manufacturers to do likewise.

2. That manufacturer could very possibly be International, because it is going into manufacture of smaller trucks, or Kaiser if they enter the truck field.

Added Improvements

3. Improvements for drivers will include increased seat comfort, better and improved visibility and improved ventilation.

4. Economy improvements will include use of light metals to improve pay load; higher engine compression to take advantage of higher octane fuels; more automatic and semi-automatic transmissions in heavier trucks; pressure cooling; super-charging of engines; easier serviceability, and larger, faster-acting brakes.

One new development, already in the process of manufacture, is front axle differential to steer dual wheels, thus making it possible to move up the load center so that the front axle carries its share. Such an arrangement is an added safety factor in case of blowouts and would aid carriers to overcome state laws that allow only so much weight per axle.

That Dream Truck

In this instance the designer's dream of the postwar truck, with loading doors at front and rear, a cab in the center on top, becomes a distinct possibility.

However, Black says truck manufacturers are very irritated over the idea that any revolutionary developments in truck engineering can be expected for the next two years.

Like one gigantic home appliance concern that is spending millions to undo a public impression that home appliances will be radically different after the war, truck manufacturers are anxious to undo the expectations conjured in the public mind by the illustrations of postwar trucks designed by Lurelle Guild for the Timken Detroit Axle Company and published in national magazines last year.

Primary Objectives

They say such pictures of streamline bodies with centrally located engines and plastic enclosed cabs gave the truck user and the public a distorted idea of what is in store for them and diverted their minds from the fact that the primary concern of the truck industry for the next two or three years will be producing.

Reasons given by manufacturers for not immediately engaging in production of superior trucks are:

1. WPB rationing of numbers of trucks that may be manufactured would be upset in the face of tremendous demands for just plain trucks.

2. Sixty per cent of trucks operating in the United States are seven years old, bringing maintenance cost to operators from 10 to 15 per cent of gross revenue.

3. Truck users do not and will not shed any tears over the fact that new trucks aren't dream trucks... they just want anything on four wheels.

Quotas Have Risen

Truck manufacturers are at a loss to figure out how they can produce WPB quotas of 640,000 plus trucks for the last six months of 1945 when the total for the last year of full production (1941) was 823,000.

This is the main reason most manufacturers aren't going in for production of new designs or radical engineering developments.

According to Black, Ford is going into heavy truck production, while International is entering the demand for heavier trucks due to wartime experience of heavy

Security Director Shaw Urges "Unusual Common Sense"

"Unusual common sense will be needed in abundance by all elements of industry as war work gradually comes to an end and both management and labor turn to peacetime work," Noble R. Shaw, director of the Employment Security Division, says in a statement just made public.

"We already have had many cases," he said, "where war workers have lost highly paid jobs and have sought job insurance when they could not find employment that used their highest skill at wages received in war work."

There simply will not be enough high-wage jobs, at least immediately, to go around for all who have learned new and special skills in war work.

It now appears that the reconversion will be far more gradual than that which followed the last war.

"During this period, most workers should accept the best jobs that are available at the wage rates prevailing in their communities. This will mean that some will necessarily have to return to former

occupations, even though the pay is less than earned in war work. It will be a very difficult period for both management and labor, and will require patience and a willingness on the part of both to understand the problems that each faces."

Mr. Shaw said that the Indiana law requires a worker to be able and available to accept suitable work when offered, in order to be eligible for unemployment compensation.

The law also provides that no work shall be deemed suitable and benefits shall not be denied to any otherwise eligible individual for refusing to accept new work if the position offered is vacant due directly to a strike, lockout, or other labor dispute; if the remuneration, hours, or other conditions of the work offered are substantially less favorable to the individual than those prevailing for similar work in the locality, or if, as a condition of being employed, the individual would be required to join a company union or to resign from or refrain from joining a bona fide labor organization.

Unemployment Leaps to Three Million As War Contracts Are Canceled

WASHINGTON — With billions of dollars' worth of war contracts cancelled by the government overnight, postwar unemployment leaped within 10 days from a million to over three million, according to estimates made by labor officials in the nation's principal industrial centers.

In almost every city, offices of the United States Employment Service were flooded with workers who had received pink slips without notice and were desperately anxious to obtain new jobs.

At the same time, long lines formed outside the offices of State Unemployment Compensation Commission as the new army of unemployed attempted to get some measure of relief from their financial straits. The pittance offered by most states now are expected to be supplemented by federal funds when Congress acts on President Truman's recommendation to provide maximum compensation of \$25 a week for six months in any one year.

New jobs are expected to open up in fairly large quantities in the service trades and other lines of peacetime business long starved by a manpower shortage, but wages and working conditions offered by such industries are far below the standards prevailing in war industries.

Meanwhile the Committee for Economic Development made public a survey indicating that private industry would be able to provide 54 million jobs by

September, 1946. This was not a commitment, but merely an estimate.

Reconversion Director Snyder outlined the government's policy on peacetime production and full employment as follows:

"The goal of our economy, now that peace has come, is in a sense the same as it was in war: production.

"Only a peacetime production, vastly expanded over anything this or any other nation has ever seen, will make possible the attainment of the four major economic objectives which face us in the months ahead. These objectives I conceive to be:

"1. Jobs for all those willing and able to work.

"2. A steadily rising standard of living.

"3. Stabilization of our economy to avoid disastrous inflation or deflation.

"4. Increased opportunities for farmers and business men.

"In fact, the urgent need to increase peacetime production is the keystone of all the government's economic policy of planning. Every step taken by the Office of War Mobilization and Reconversion, and every policy and action of the agencies which this office coordinates, is oriented to this central goal."

EVANSVILLE IBT MEETINGS

CHAUFFEURS, TEAMSTERS AND HELPERS LOCAL NO. 215

General meeting for all drivers first Sunday, 2:30 p. m., Auditorium, 210 N. Fulton Ave. C. E. Birdsong, Pres., 1115 W. Illinois St.; M. J. Angel, Sec.-Treas., 511 N. Keith; General offices, Lamasco Bank Bldg., Fulton and Franklin Sts., Phone 2-5438.

TAXICAB DRIVERS LOCAL NO. 11

Meets first Tuesday at 9:00 a. m. and 4:00 p. m., Hall 108, 210 N. Fulton. Roy Carrier, Pres., 731 Bayard Park Dr., Phone 6740; Lloyd Rhoads, Sec.-Treas., 2512 N. Lafayette, Phone 8562.

End of Tire Rationing Seen

Tire dealers will be allowed to build up their inventories to a limited extent beginning Sept. 1, the OPA announced in Washington.

This is being done, the agency said, to clear the way for dealers to speed delivery of new tires to consumers as rapidly as they are produced.

While it did not say so, the building up of dealers' stocks is regarded as a prerequisite to the ending of tire rationing.

TRUMAN ORDERS RECONVERSION WAGE POLICY

Directs WLB to Hike Little Steel And Grant Voluntary Pay Boost

WASHINGTON — Reconversion, almost left at the post when peace suddenly opened the starting gates, began to make up ground rapidly under the whip of President Truman as the American Federation of Labor continued to press for further speed.

Immediate postwar economic developments were:

1. President Truman issued an executive order putting into effect a new wage policy along the lines urged by the AFL and empowering the War Production Board to speed peacetime production.

2. Reconversion Director Snyder made public a "master plan" for reconversion under which wartime production controls were lifted in most instances and materials made available for manufacture of civilian goods.

3. The President placed at the top of his list of "must" legislation to be acted upon by the returning Congress the Kilgore Bill to increase unemployment compensation; the Wagner Postwar Housing Bill; measures to boost minimum wage levels immediately to not less than 65 cents an hour; the Full Employment Bill, and wider social security legislation.

4. The President announced he would summon a labor-management national conference shortly after Labor Day to end War Labor Board controls and set up substitute procedure to eliminate industrial disputes during reconversion.

5. An AFL committee composed of President Green, Secretary-Treasurer Meany and Vice-President Bugniet conferred with President Truman at the White House on the urgent need for drastic action to prevent unemployment from becoming too heavy and prolonged.

6. Secretary of Labor Schwelb revealed plans for reorganizing the Labor Department which emphasize strengthening of the Conciliation Service and setting up new mediation machinery.

The new wage policy set forth by President Truman

fully confirmed the exclusive disclosures made by this publication almost a month ago.

It permits labor and management to put into effect without government approval voluntary wage increases arrived at through collective bargaining whenever it is certified that such increases will not be used as the basis for an advance in prices.

It also permits the War Labor Board to exercise discretionary authority to grant wage increases above the limits of the Little Steel formula in hardship cases, even though price increases are involved, provided approval is obtained from the Office of Economic Stabilization and from the Office of War Mobilization and Reconversion.

WLB officials freely interpreted the President's directive as ending the wage freeze. Nevertheless, the President emphasized in his executive order that the line must be held against inflation and higher prices.

Also encouraging was a ruling made by the War Labor Board that it would forbid cuts in wage rates during reconversion.

As proof that he is determined to take sweeping action to establish full employment and to prevent hardships during reconversion, President Truman told Senators Wagner and Murray that he will urge immediate congressional action on legislation to increase unemployment compensation allowances to a maximum of \$25 a week for 26 weeks in one year; to encourage the construction of 1,250,000 new dwelling units a year over a 10-year period; to make the government responsible for full employment by providing public works employment if private industry fails to offer enough jobs and to lift minimum wage levels.

Administration forces also are working in support of legislation to expedite orderly disposal of surplus government goods and to lower tax rates. Such cuts in tax rates would add to the postwar income of employed workers.

AFL Condemns Entire B-B-H

CHICAGO — The AFL Executive Council launched an intensive campaign here for the defeat of the anti-labor Ball-Burton-Hatch bill in its entirety. The council declared there was nothing worth salvaging in the bill by the amendment process.

All local AFL groups were directed by the council to make personal calls upon their Congressmen and Senators during the congressional recess to acquaint them with labor's opposition to the measure. The council also directed that the AFL's national representatives appear at public hearings of congressional committees in the Fall to express their opposition in detail.

Text of the council's declaration on the subject follows:

"The executive council has determined to mobilize all the forces of the American Federation of Labor for the defeat of the Ball-Burton-Hatch bill.

"After considering a careful analysis of the provisions of this bill, presented by Joseph A. Padway, counsel for the federation, the executive council is of the unanimous opinion that the measure is thoroughly obnoxious from its first section down to the last paragraph.

"Therefore, the executive council has decided that the policy of American Federation of Labor will be to defeat the bill as a whole. No amendments will be offered. The objectionable features of this proposed legislation are so numerous and so closely interrelated that it would be impossible to remove them by amendments.

"In effect, the Ball-Burton-Hatch bill would destroy the fundamental freedoms of the nation's workers in the postwar period and prevent the progress of labor toward its goal of the future.

"The American Federation of Labor will organize its opposition to the bill on two fronts.

"In the first place, the American Federation of Labor's local representatives in every city and state of the nation will make personal calls upon their Congressmen and Senators during the congressional recess to let them know how strongly labor resents this measure.

"In the second place, national representatives of the American Federation of Labor will appear at public hearings before congressional committees in the Fall to present in detail labor's objections to the bill as a whole and to all of its provisions."

HOOSIERS IN SERVICE

A total of 338,002 Hoosier men have entered the armed forces during World War II as of Aug. 1, according to State Selective Service headquarters.



- July 1—The month of independence everywhere except home.
- July 2—The whole gang figuring on a day off on the Fourth.
- July 3—Elmer Knudsen and Freddie Sharpe are going into the cab business after that \$11.65 bill.
- July 4—A nice sunburn and I am not the only one.
- July 5—Everybody settles down until Labor Day.
- July 6—I think the management bought those blinds across the street so some work could be done by Charlie Marker, Joe Terrace and John Shibelhofer as well as the Brew House gang.
- July 7—Harry and Emil are all O. K. again.
- July 8—Charles "Duke" Armstrong giving the gals a rest while on vacation.
- July 9—I wonder who caught that bass that Walt Bartz is showing around.
- July 10—Jimmy Hubbard down on Long Island for a much-needed vacation. Sylvia will take care of Pop's, or vice versa. Who did you meet and where did you go, Sylvia?
- July 11—Florence Hamilton must be a lot wiser with those wisdom teeth.
- July 12—Basil and Zeke are talking me into a fishing trip. Must be they lost their motor. P.S.—I can't row very good.
- July 13—Friday the 13th and my birthday. Came through O. K.
- July 14—The new Bottle Shop is just about complete.
- July 15—Gordon Weist back from up North and a nice string of fish.
- July 16—Those Webers do everything in accord. Fran and Olga both late.
- July 17—Clem Wiczorek had a birthday and the gals had a nice cake for him. They should have decorated it with a goose instead of a candle.
- July 18—Steve Weiger walking the hospital floor. Cause: a brand new daughter. What's the matter, Steve?
- July 19—Orville Anderson back, after three years in the Army, to his old job in the Wash House.
- July 20—Pearl Eby finally done it—a brand new son.
- July 21—Duke Armstrong wants to know if he bought the Blackhawk and the Latin Quarter.
- July 22—Cheer up, LaPierre; you can't miss them all the time.
- July 23—Bill Raih off on another vacation. How do you do it, Bill?
- July 24—Joe Farkas, a 30-day letter from the Army and a brand new daughter on this day. What's the matter with you and Steve?
- July 25—Charlie Lawson has a couple of real scrappers on his night gang.
- July 26—Howard Whiteman changes shifts and still can't get here till mid-morning.
- July 27—Sorry to hear that Gottlieb and "Coconuts" Weinman are on the sick list again.
- July 28—Kate Miltenberger and Bill Torok made it one on this date. Good luck to a couple of swell kids.
- July 29—Charlie Haney is wishing that Al Curran would hurry back from his vacation. (He started yesterday.)
- July 30—Joe Voxman must have not understood how many weeks he was to get for a vacation. Where you at, Joe?
- July 31—The end of a mighty fine month, both in the war effort and labor movement as well. Get another bond and stick it away for that rainy day.

Accidents Killed More Americans Than War Since Pearl Harbor—OWI

WASHINGTON, D. C. — The Office of War Information has released a fact sheet which reveals that 296,000 Americans were killed by accidents during the period between Pearl Harbor and January 1, 1945, and in addition, 1,000,000 were permanently disabled and 29,000,000 suffered other injuries.

More Americans have died as a result of accidents in this country than in the war itself, the fact sheet says. Thirty times as many Americans have been injured in this country as were service men at the battlefronts. The United States has the second highest accident rate of any civilized country in the world—one civilian killed every 5 1/4 minutes and one injured every three seconds.

The time so lost during 1944 was equivalent to the complete shutdown for an entire year of plants employing more than 1,000,000 workers. Destruction of more than \$550,000,000 worth of property resulted. Millions of hours of precious time from already overburdened doctors, nurses, and hospitals were consumed.

CARELESSNESS THE CAUSE

The extremely high accident rate, the fact sheet continues, is in part due to wartime shortages of men and materials for maintenance of highways, factories, and homes. But the most important single cause is carelessness heightened by wartime recklessness.

Accidents can be prevented, the fact sheet points out, if everyone will take simple precautions to

safeguard himself and those around him, and cooperate with measures designed for the protection of all.

ACCIDENTS PROVE PREVENTABLE

Huge as the accident figures for prevention are, they show a 5 per cent reduction from 1943. Many industrial plants have shown that accidents can be cut from 50 per cent to 90 per cent. In industrial plants every worker, the fact sheet says, has a responsibility to himself, to his family and his country not to get hurt. He can help by checking all his equipment regularly, wearing safe clothing, and using the protective safety devices provided for him.

Also, every employer has a responsibility to provide thorough job and safety training for his workers, safeguard them against fire and explosions, and for a safe plant layout.

WASHINGTON TAXI MEN JOIN TEAMSTERS' UNION

Some hundreds of members of the Associated Taxicab Operators of Washington, D. C., an independent organization, voted August 7 to affiliate with the International Brotherhood of Teamsters.

Secretary E. Erwin Dollar said the newly-chartered AFL union would seek to keep 8,000 Washington taxi drivers from being caught "unorganized as the wind when the war ends."

Local Teamster-Steeplejack Killed

Members of Teamsters' Union Local 135 and others about the headquarters, at 28 West North St., Indianapolis, were grieved to learn of the death of their fellow member Ernest Shoemaker, who was killed August 7, by falling from the roof of the Second Presbyterian Church, Vermont and Pennsylvania Sts.

Mr. Shoemaker had been a member of Local 135 for some time, by virtue of serving as a rigger for the Dennis Truck-

ing Co., Indianapolis, engaged in heavy hauling.

One of a family of steeplejacks, he had worked also at this occupation at various times and was engaged in repairing a chimney on the church roof.

Reporting his death the Indianapolis News says:

The ill-fated steeplejack had suffered three previous falls and had remarked to his fellow-worker, Harold Elliott, 227 South Delaware Street:

"I hope the next fall is my last."

Mr. Elliott, who had worked with Mr. Shoemaker the last twenty-one years, made a desperate attempt to save his friend. He suffered a bruised hand as he clutched in vain for Mr. Shoemaker.

He told police Mr. Shoemaker just last week had purchased the

safety belt which broke and caused the fall.

Father Also Killed

Mr. Shoemaker's father also was a steeplejack. He was killed in a fall inside the smokestack at the G. and J. Rubber Company almost twenty-five years ago. The son made the perilous descent inside the stack to recover his father's body.

A native of Greensburg, Mr. Shoemaker had lived in Indianapolis since World War I, of which he was a veteran. He was a member of the International Teamsters, Chauffeurs, Warehousemen and Helpers' Union, A. F. L., the American Legion and Disabled Veterans.

Survivors are the widow, Mrs. Edith Shoemaker; two daughters, Mrs. Lorraine Nichols and Mrs. Dorothy Collins; and a brother, Harry, who also is a steeplejack.

ICE MEN'S LOCAL NO. 582

Meets every first and third Wednesday, 7:30 p. m., Hall 108, 210 N. Fulton Ave. Isaac O. Miller, Pres., 1006 Allens Lane, Phone 2-9310; Local Christmas, Sec.-Treas., 3002 Arlington Ave., Phone 7022; Fred Wiltshire, Rec. Sec., 1420 Uhlhorn, Phone 2-1475.